

## TO CHANGE COURSE OF GULF STREAM

New York Engineer Proposes to Alter Solar Inclination of Earth.

WOULD END ICEBERG MENACE

Total Cost of Accomplishment Ricker Estimates at \$190,000,000.

New York, September 23.—Carroll Livingston Ricker, a New York engineer, proposes in a small book issued yesterday to change the climate of the whole Atlantic coast of North America, and to alter even the solar inclination of the earth. His plan is to send the great heat-bearing Gulf Stream, unchilled, into the very heart of the Arctic. The warm current, he maintains, would melt the frozen Polar seas, and by this substitution of water for ice he believes the earth would swing around a bit on its polar axis and present to the more direct rays of the sun the regions that are now uninhabitable for most of the human race.

Not only that, but he would at the same time, he declares, open the ice-bound harbors of Eastern Canada for a whole year's shipping, do away with the fogs of the Labrador and Newfoundland coasts and on the Northern Atlantic, and finally put an end to the great wandering icebergs on the steamship tracks that made the Titanic disaster possible. The total cost of this work he estimates at \$190,000,000, a sum far below the cost of the Panama Canal, and the accomplishment of the work, he declares, will be much simpler.

Mr. Ricker has carried out several notable engineering feats. He built the first refrigerating warehouse in the world, and installed the first cold storage system in a trans-Atlantic ship. He designed and built the first powerful pumping dredge used by the United States government to fill the Potomac flats, near Washington, D. C., at a cost of about half the government's first estimate.

Mr. Ricker's Amazing Plan. This amazing proposal is made by Mr. Ricker in all seriousness and sincerity. He believes it can be done, and in this way:

A jetty would be built extending eastward from Newfoundland across the water of the Great Banks, and east thereof, until a wall is formed which would intercept the cold Northern Labrador current, turn it eastward until it meets the north-flowing Gulf Stream in deep water. The greater part of the cold stream would pass under the warm current, he declares, and the ice-laden upper part be deflected north again.

To carry out the plan, the jetty, says Mr. Ricker, would need to be 200 miles long, but a jetty thirty miles long, projecting out from Cape Race, would modify the climate of Newfoundland to Cape Hatteras, and do away with the fogs, the extreme cold of the winter, and bring an earlier spring to the northern parts of this continent.

In this plan it has already appeared that Mr. Ricker's one aim is to stop the cold north current from meeting and neutralizing the warm Gulf Stream. The two great ocean rivers meet not off the coast of Newfoundland, but off the coast of Cape Race. The warm river sweeps on south and even enters the Gulf of Mexico before it gives up all its cold. The Gulf Stream divides, and part of it, greatly weakened, flows north along the west coast of Greenland.

"The immediate effect of the plan," says Mr. Ricker, "is the production of almost continuous fogs on the Banks and the carrying of icebergs south into the path of trans-Atlantic steamers. If the Gulf Stream ran unbroken a few hundred miles further north it would melt the bergs where they originate and before calving. The offspring of these two great currents are the monsoons into which the Gulf Stream soon divides, their becoming aimless wanderers, without force or effect, compared with its previous irresistible, majestic sweep, and its entrance wholly unable to cope with the head-on southward flow of the European Polar current after its projection to the surface as it surmounts the great mid-Atlantic backbone, 400 miles south of the Faraday Hills."

Then the engineer asks this question: "How shall the integrity of these two great streams be preserved so that they shall be of the utmost service to mankind?" And his answer is, "By inducing the Labrador current to make a sand bar of its own deposits, eventually raising it to the surface of the ocean as a neck of land to keep them apart, in the shoal waters of the Great Banks."

"I fear the exclamation 'visionary,'" he says. "But the idea is not visionary, but practical. It is exceedingly practical if we will but consider the facts in the case as can be demonstrated."

"It is proposed to construct this jetty principally by the scouring action of the Labrador current, which will form a natural deposit of about three thousand to one, against about one such obstruction as a narrow backbone of rip-rap (broken stones) to be laid eastward from Newfoundland, in the shoal water upon

## IN DOMESTIC BROIL



MRS. DANIEL E. SICKLES, who pawned her jewels to pay \$5,000 judgment against husband, General Sickles, from whom she has been estranged for more than a quarter of a century. They are now engaged in sensational controversy centering about the General's love affairs.

The Great Bank to its easterly extremity, about 200 miles, that will deflect the south-flowing Labrador current (as described) into an easterly one of considerable velocity, whose lower, heavier stratum will sink, when its momentum is overcome, into the deep water of the American polar current, and with it proceed, as that branch of the polar current now does southward through its channel, the great American Valley, in the bed of the Atlantic, east of the Grand Bank, that extends from the Telegraph Plateau on the north to the Torrid Zone, and more than two miles beneath the Gulf Stream.

The lighter top, fresher water, with its freight of ice and bergs, having a natural tendency to the east and north, as do all lighter strata, will not tend to lose its easterly momentum, as does its heavier stratum, but with the heavier part will meet the Gulf Stream at the end of the jetty in a parallel flow, protecting it on the north side in their easterly journey together, long after the cold saline and heavier stratum has lost its momentum and sunk, and until its ice has melted and its fresher water has been assimilated by the ocean or until it is lost in the north.

Restoring Coastal Configuration. "It seems that the proposed jetty would be but the re-establishing of part of the original and very recent coastal configuration of that part of Newfoundland, as appears to be indicated by the Virgin and East Rocks and other impediments almost or upon the line of the proposed jetty."

Excellent material and natural facilities for constructing the rip-rap core or current impediment for the petty and better than man could. Again, by high elevations, in some cases to bring the rock down to the location desired by gravity, and also in every instance to quarry the rock, to transport it uphill against gravity, set it up in place just where directed by the agency of the water in the form of current and wave action, quarrying and producing rounded sand and gravel, then elevating it from the ocean depths uphill to the apex of the dam, placing it against the directing and obstructing rip-rap core, and in building the beach to high-water mark, only requiring a center core, or, as it were, a rock fence to guide her in her task. And the deposit will be greatest during the winter months, when man's work will be discontinued."

Instead of meeting in the shallow water off Newfoundland as at present, both the great currents would turn eastward and their waters would mingle in the very deep sea east of the Grand Banks. The colder and heavier part of the Labrador current and bear along with it the lighter and ice-laden part. This, the engineer holds, would reverse the centre of the Gulf Stream's sweep toward the pole, giving its heat to the countries to the west and establishing a steamship lane free of fogs and icebergs 400 miles further north than the present track, with a great saving in time for ships between this country and the ports of Europe.

Would Have Beneficial Effect. The effect on the coast line of the United States would be remarkable and beneficial, Mr. Ricker declares. The withdrawal of the Labrador current would stop the scouring counter current over the colder and heavier part all along the coast from New Jersey south. A reconstruction of the coast line, he says, would follow, and the land that has been eaten away by the conflicting currents would be built up again by an unhampered one.

As for the effect on the inclination of the sun to the earth, the engineer says: "It seems probable that the melting of the heavy icecap covering Greenland and other lands bordering on the polar sea, with or without such withdrawal of the inclination of the northern hemisphere more directly to the sun by reason of the greater weight of the Antarctic icecap at the South pole, and therefore greater centrifugal force or tendency of the South pole to assume the periphery in our solar orbit, and thus add material to the heat of the northern hemisphere, producing an area of perpetual day for the south as

Scotland, for a long season, with no corresponding long night."

Mr. Ricker has even worked out the method he would use in building the jetty. He would have a backbone of rock thirty feet high above the bed of the ocean as narrow as can be laid. Against this the Labrador current would deposit its sand which it carries in great quantity from the north.

A wall thirty feet high would cause an incline of sand a mile long on the north and half a mile on the south, and within a few months the deposit would cover the wall. When this filling would be laid, and so on until the wall was high enough to deflect the northern current and to get the deposits of sand from both streams. He would require a fleet of about twenty hopper barges which would carry the rock from the high land on the coast to the position in the sea. This work, he declares, would not be difficult, due to the position of the source of supply of the rock, and gravity would take care of much of the loading. This is the estimate of the cost:

"Nine thousand six hundred cargoes of 20,000 cubic yards each, aggregating 192,000,000 cubic yards; allowing 4,000,000 cubic yards for harbor construction, it would aggregate 196,000,000 cubic yards."

"The cost of delivering the rock into cars should not exceed 50 cents per cubic yard, for delivery into barge 10 cents per cubic yard, and for transportation by barge, 15 cents per cubic yard—a total of 75 cents per cubic yard, which should include interest on investment, depreciation on plant, and executive charge, total of \$150,000,000; cost of floating plant and entire equipment \$45,000,000; cost of other plant and equipment, \$20,000,000. Total, \$215,000,000. Less value of second-hand material, \$25,000,000. Total actual cost which includes all interest charges, \$190,000,000."

Captain J. Alives Walker. [Special to The Times-Dispatch.] Wilmington, N. C., September 23.—Captain J. Alives Walker, one of Wilmington's oldest citizens, died here to-day, aged seventy-eight years. He was a nephew of Captain Jack Walker, one of the Colonial patriots of the Cape Fear section. Among his surviving nephews are Judge Platt D. Walker, of the North Carolina Supreme Court, and John W. Bolles, one of the Standard Oil's representatives in the Orient.

PEOPLE LEAVING CITY

They Are Fleeing Stricken by Predictions of Earthquakes.

Valparaiso, Chile, September 23.—As a result of predictions that seismic disturbances were likely to cause much damage in the neighborhood of Valparaiso about this date, thousands are leaving the city. The government has ordered the warships to remain in port ready for emergencies.

Fail to Appear.

Santiago, Chile, September 23.—Great anxiety prevailed here to-day owing to the fear of earthquakes in Chile. So far there have been no signs of seismic disturbances, although they were predicted for to-day. Several astronomers have been reassuring the people, declaring that no faith should be put in such predictions.

Shocks Felt at Mobile.

Mobile, Ala., September 23.—The seismograph at Spring Hill College registered for two hours and fifteen minutes this afternoon earth shocks which are calculated to be 8,000 miles away. The first shock came indistinctly at 2:15 P. M. Quakes came intermittently and with varying violence until 5:30 o'clock.

CASTORIA For Indians and Children. The Kind You Have Always Bought Bears the Signature of *Dr. J. C. Williams*

Now Here!! SEE THEM

## FENOWOPPOSED TO ROAD-BUILDING

Much Greater Progress Is Expected in All Parts of Country.

[Special to The Times-Dispatch.]

Washington, September 23.—Though there are doubtless a few mopebacks to be found in every community who stubbornly and persistently oppose any movement looking even to their own welfare, most especially it appears when the subject of good roads is undertaken, sufficient progress has been made by the Federal and State governments during the past few years, in spite of this nonprogressive element, to warrant the belief that much greater and faster progress will be made hereafter.

This is the substance of a statement made at the office of Logan Wallace Page, director of the Division of Good Roads in the Department of Agriculture, when officials there were asked to tell something of the work of that department during the past year.

"The question of the economic advantages of good roads, such as decrease in cost of hauling and like questions, are too academic in their nature to require serious attention," it was said, "at this time. Any man with ordinary intelligence knows these facts and their value."

"In the cotton States of the south the average haul of cotton from the farm to the shipping point is 11.5 miles. The average load is about 1,700 pounds—a little more than three bales—and the average cost is 50 cents per bale. The cost of marketing the 1911 crop of 16,250,276 bales was \$13,000,220, if computed on the above basis. To each bale of cotton there is about one-half ton of cotton seed, which is hauled from the farm to gin, and then a large percentage of it hauled again to the shipping point. The average cost of hauling the seed in the United States is \$3 a ton. The 1911 crop of seed was therefore \$37,375,434. Any system of road improvement throughout this zone which will reduce the annual hauling charge 5 per cent will effect a saving of practically \$2,000,000 each year. From these figures it appears that it would be good business to incur an expense for road improvement, even interest and maintenance charge of \$1,000,000 to the cotton States alone."

Asked to tell something of what the automobile has done in recent years in the matter of road construction and general highway development, the following statement was made: "The roads of this country are being used each year to a larger extent by automobiles. In addition to the attractions of the short tour and the country summer residence for the automobilists in this country, there exists a large number of more remote attractions comparable to those of Europe. Each year it is estimated that no less than 3,000,000 tourists visit Switzerland, and a large number of these are citizens of the United States. The little country of Switzerland depends upon the expenditures of tourists for a large amount of its revenue. It is found profitable to build and maintain roads of the highest type to hold this business in Switzerland. There are in this country types of scenery and points of interest which compare most favorably with those of Europe, and have been constructed in not a few of these places."

"It is probable that during the present year the record will show that American automobilists making trips across the Continent have spent not less than \$1,000,000. Figures from the United States Department of Commerce show that 6,000 automobilists visiting Colorado spent more than \$2,700,000 in that State alone."

"Figures on file at the Post-Office Department show that the total mileage of rural routes in operation on April 1, 1912, was 1,019,509, and that the daily travel by the carriers was 1,019,396 miles, while the nearly one-half of the total car mileage in this country to-day. There are 42,100 delivery routes, with an average length of twenty-four miles each. The cost per mile traveled by the carrier could be greatly reduced and the length of the routes correspondingly increased if the roads were generally improved. In many instances the department found it necessary to discontinue routes because of the impassable condition of the roads." P. H. McG.

Judge M. L. Eure. [Special to The Times-Dispatch.] Norfolk, Va., September 23.—Judge M. L. Eure, one of Norfolk's most prominent citizens, died to-night at his home in Freeman Street, after an illness of ten days. He was seventy-seven years old. Judge Eure was for many years judge of the Superior Court of the Second Judicial District of North Carolina, during which time he lived at Gatesville, in his native county. He moved to Norfolk several years ago and engaged in the cotton business. He was one of the organizers of the Seaboard Bank and was its first president.

DEFENDANTS ON HAND

Fifty-one Alleged Defendants to Be Put on Trial to-morrow.

Indianapolis, Ind., September 23.—Many of the fifty-one defendants in the dynamite cases, who are to appear for trial before Federal Judge A. B. Anderson on Tuesday, arrived here to-day. They were accompanied by more than a dozen attorneys from Chicago, Kansas City, Mo.; New York and other cities.

It was the first time so many of the men had met since their arraignment last March. Frank M. Ryan, president of the International Association of Bridge and Structural Iron Workers, with Herbert S. Hoch, acting secretary-treasurer of the union, and also a defendant, held a conference, at which the details of the defense were discussed with William N. Harding, one of their counsel.

To-morrow it is expected United States Senator John W. Kern, retained by the indicted union officials, will actively take charge of the case. Only four of the men so far have not been arraigned. They are Otis E. McMillan, the confessed dynamiter and assistant to the McNamara brothers, who is to be a witness for the government; Eugene Clancy and Ole A. Tretton, of San Francisco, and J. E. Weaver, of Salt Lake City. The plea of these men is to be the first move at the opening of the trial.

District Attorney Charles W. Miller and Clarence Nichols, his assistant, who had active charge of the government's evidence before the grand jury last winter, said the prosecution would be ready and would strenuously oppose any requests for delay.

## VIRGINIA STATE FAIR

RICHMOND, VA. SECOND WEEK OF OCTOBER 7-8-9-10-11-12 1912

THE BIG WEEK Begins Mon., Oct. 7th.

Everything that money, men and management could accomplish has been combined to make the 1912 State Fair greater and better in every way.

Now, Let Everybody Rally to the Fair

There are thousands of things that will interest, educate, instruct and amuse the people. Every man, woman and child will find something that will make special appeal. Never have the Free Shows been of such high order or the Live Stock, Agricultural and Industrial Exhibits more artistic and interesting. The Fair of 1912 will show the wonderful advance in every line of endeavor by the people of Richmond and Virginia.

COME TO YOUR FAIR

A new steel and concrete bridge has been built, roads repaired, grounds thoroughly cleaned and beautified, sanitary arrangements perfected, and many improvements installed for the comfort of patrons.

WRITE TO YOUR FRIENDS

Let all Richmonders Boost the Fair by writing to their friends, relatives and customers urging them to attend the

1912 State Fair Oct. 7, 8, 9, 10, 11, 12th

An Exposition of the Agricultural, Mechanical, Industrial, Manufacturing, Merchandising and Amusement World.

Reduced Railroad Rates

ben assembled to defend the labor leaders and behind them a defense fund of \$50,000 from the Industrial Workers.

The indictment against the men allege that they, by words and actions, "did solicit, move, procure, aid, counsel and command" Caruso and another, who is a fugitive from justice to commit murder.

On the day following their arrest the strike leaders were arraigned and on that day was started a legal fight for their release which has continued through all the eight months they have been in jail.

Strike Is Called. Boston, Mass., September 23.—A twenty-four-hour strike to-morrow in sympathy with the Lawrence "protest" strike was voted unanimously to-night at a meeting of 1,000 shoe workers in Lynn.

The meeting, which was under the auspices of the Industrial Workers of the World, decided to parade through the manufacturing district early to-morrow, calling on all workers to join the demonstration. Later on the Lynn workers intend to march on to Salem, where the trial of Ettore, Giovannitti and Caruso is to be held.

LOOKING FOR BOY

Eight-Year-old Joseph Williams Missing From Home Since Saturday. The police last night were asked to look for Joseph Williams, eight years old, son of William Williams, of 121-3 Maiden Lane, who had failed to return to his home after leaving Saturday afternoon for the purpose of selling newspapers. This boy has several times wandered away and has frequently been picked up by the police at the request of his parents. He has a marked fondness for moving-picture shows, it is said and spends most of the money he earns as a newsboy in this form of amusement.

DEATHS

SMALLWOOD.—Departed this life, Sunday, September 23, 1912, at 10:45 A. M., the late J. B. SMALLWOOD, founder and president of the Temperance, Industrial and Collegiate Institute of Clarendon, Va.

Funeral, TUESDAY, October 1, at 3 P. M. from Third Street A. M. E. Church. Burial at Clarendon Wednesday afternoon.

Washington, Philadelphia, Scranton, New York and Boston papers please copy.

KNIGHT.—Died, suddenly, September 23, 1912, JAMES M. KNIGHT, in the sixty-ninth year of his age. He leaves a wife and seven children to mourn their loss.—Mrs. N. L. Smith, Mrs. B. M. Morgan, Mrs. W. R. Odell, Miss Bessie and Sallie Knight; two sons—J. P. and Claude Knight.

Funeral from the residence, 300 Denny Street, THIS AFTERNOON at 2 o'clock. Burial in Oakwood.

Human hands tried to save him: Sighs and tears were all in vain: But the angels came and bore him: From this weary world of pain. BY HIS WIFE AND CHILDREN.

LE CLER.—Died, at Pine Camp, September 23, 1912, at 11:15 A. M., RANUEL T. LE CLER, aged thirty-seven years. Funeral notice later. Remains at his mother's residence, 1814 Venable Street.

NETHERLAND.—Died, at his residence, 2003 West Cary Street, Sunday afternoon, September 23, 1912, at 4:40 o'clock, WALTER W. NETHERLAND, a native of England, and five children—H. W. Netherland, Mrs. Iwan Garthright, Mrs. F. J. Brown, Misses Mabel and Lillian Netherland; one sister—Mrs. J. T. Coates; three brothers—W. B. and H. G. of Richmond, and R. C. Netherland, of Lakeland, Ky.

Funeral from residence, 2003 West Cary Street, THIS (Monday) AFTERNOON at 4 o'clock. Interment in Oakwood.

## At the Hotels

Jefferson—J. G. Monahan, Missouri; J. Hartnett and wife, New York; C. T. Duby, Los Angeles, Cal.; F. A. Smith, Boston; W. Quinar, New York; M. P. Jank, New York; E. Peyton Turner, Emporia, Va.; Mr. and Mrs. James Morgan, Jr., Greenville, S. C.; C. E. Payne, Cincinnati, Ohio; W. E. Brown, Philadelphia, Pa.; E. B. Fitzgerald, Ohio; J. G. Mills, Wake Forest, N. C.; N. Y. Guiley, Wake Forest, N. C.; A. E. Brown, Chicago; W. H. Dinger, Lynchburg, Va.; Charles W. Sommer, Washington, D. C.; James T. Bailey, Philadelphia, Pa.; F. A. Quarty, London; Rob. Willis, Bristol; J. R. Marston and wife, Boston; J. F. Hammers and wife, Boston; W. P. Perry, New York; C. M. Hobson, Baltimore; E. J. Patton and wife, Hamilton, N. Y.

Lexington—J. Murray, New York; W. C. Ergood, Washington, Va.; J. Hillman, Virginia; J. B. Massey, Roseland, Va.; C. P. Jackson, R. S. Gills, George W. Saunders, S. E. Saunders, M. V. Richards, Virginia; W. D. Tomlinson, W. B. Barnes, Clayton, N. C.; J. F. Brice, Virginia; O. W. Williamson, St. Louis; D. S. Haller, Florence, S. C.; J. B. Faulkner and wife, Cincinnati, O.; T. H. Lancaster, Rocky Mount, N. C.; J. B. Broadhurst, Kingston, N. C.; H. B. Clark and wife, New York.

OBITUARY

G. M. Fifer. [Special to The Times-Dispatch.] Staunton, Va., September 23.—G. M. Fifer died this morning, aged about sixty-four years. Until a year ago, when his health began to fail, Mr. Fifer had been for several years, here, but this was his home, and his family resides here. He was a well known accountant. His wife, five sons and a daughter survive, the eldest son being G. W. Fifer, a druggist of Baltimore. The second son is F. M. Fifer, assistant cashier of the Staunton National Bank. Another son, Powell T. Fifer, is assistant cashier of the Farmers' and Merchants' Bank of Staunton. Miss Katie Fifer is a teacher in the Staunton public school. Mr. Fifer was a native of Mt. Crawford, W. Va. T. J. Ligon.

[Special to The Times-Dispatch.] Pamplin, E. T., September 23.—Mrs. T. J. Ligon, nee Sears, died very suddenly to-day. She is survived by her husband and several small children.

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